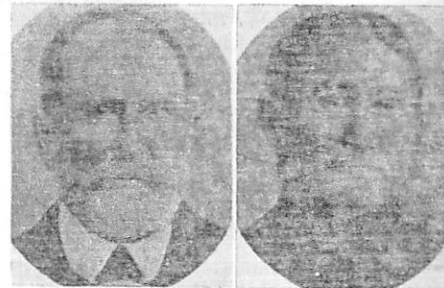


# Wasatch Co. Building Survey

Name of Building: \_\_\_\_\_

Information Required		Date Found
Location:		
Address:	Town:	
Architect:		
Builders:		
Building Material:		
Style of Building:		
Date Built:		
Original Owners:		
FGS		
Pedigree		
Histories		
Pictures		
Subsequent Owners:		
Notes:		
References: 1.		
2.		

## HIRAM AND SARAH ANN WOOD OAKS



Hiram Oaks was born in Susquehanna County, Pennsylvania, September 7, 1825, the son of James Selah and Catherine Almira Pritchard Oaks. He married Sarah Ann Wood. To this happy couple were born eleven children.

From Pennsylvania the family moved up to New York, and from there to Illinois. In moving about they encountered the Latter-

pp 666-7 ANBUM

## MIDWAY BIOGRAPHIES

day Saint missionaries and joined the Church. Hiram Oaks was a good friend of the Prophet Joseph Smith. While in Nauvoo he and his brother-in-law, Jess McCarrell, worked on the Temple. He was a body-guard of the Prophet. His family came across the plains with the Wilford Wood company in 1852. They settled in what is now American Fork and lived there until the summer of 1854, when they moved to Provo. They later moved to Provo Valley and settled in Midway. A few years later the family moved to Daniel.

Mr. Oaks was a Black Hawk War veteran. He owned a saw mill and was a successful farmer. He died in Uintah County, where he had taken up residence, at the age of seventy-seven.

Sarah Ann Wood Oaks was born April 8, 1827 at Cornwall, Canada. She was baptized with her parents at the age of 13 into the LDS Church. On July 4, 1840, her family moved to Nauvoo, arriving there October 1. They lived in Nauvoo until driven by the mobs in 1845 across the Mississippi.

She was married to Hiram Oaks December 6, 1846. They lived at Winter Quarters and then in Pottawottamie County until 1852 when they crossed the plains, settling first in American Fork and then coming to Midway.

In 1889 the family moved to Ashley Valley where they spent the rest of their lives.

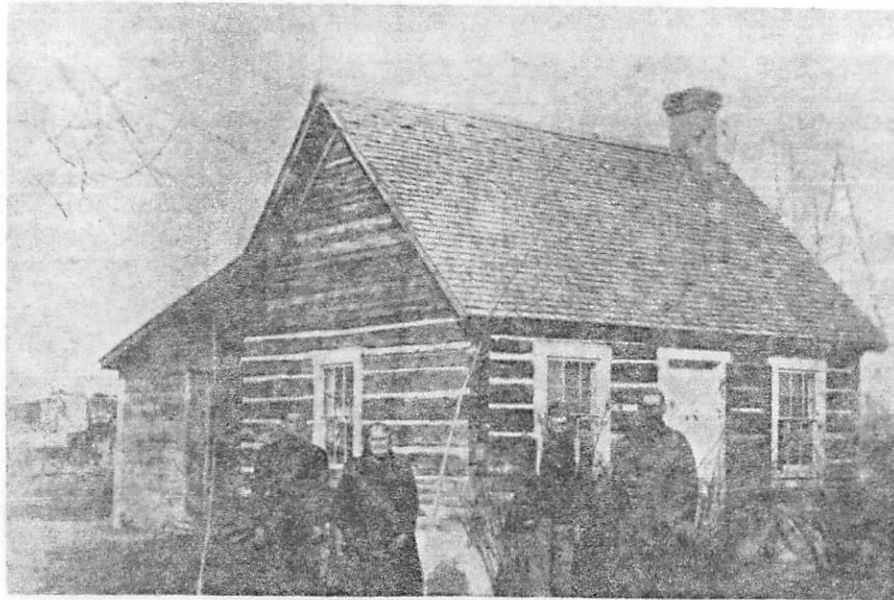
667

## DANIELS CANYON

One of the highest and most scenic spots in Wasatch County is Daniels Canyon, which rises to a height of some 8,000 feet. It was first developed by settlers in the valley who sought summer range lands for their livestock. It was also a popular spot from which settlers took timber to build their homes and other buildings.

Through the canyon, which has very narrow, high, rugged sides, runs a stream of crystal clear water. The canyon sides are covered with grass, shrubs, mahogany, scrub oak and maple trees, quaken aspens and many varieties of pine and fir trees along with service berries, elder berries and choke cherries.

Hyrum Oaks was one of the first settlers of Provo Valley to take up ground at the mouth of Daniels Canyon. Tom Brown, a relative of



The old Hyrum Oaks home built on his homestead farm at the mouth of Daniels Canyon.

1122

## THE "OTHER FACES" OF WASATCH

1123

Mr. Oaks, also built a home in the creek bottoms. Mr. Oaks went through the canyon into the Strawberry Valley to cut wild hay for his stock, and then in 1879, with the help of William Bethers, surveyed a canal at the north end of Strawberry Valley to bring water over into Daniels Canyon. Mr. Oaks also operated a sawmill in the canyon. Just above the Oaks home lived Joe Jacobs and Jim Ivie. Others who lived in the canyon included Ben Bromley, Eli Gordon, Swen Bjorkman, Ab Shelton, Bob and Liza Winterton, Giles and John Winterton. Some who operated sawmills or had other interests in the canyon included William Bethers, the Cleggs, the Parkers, Cory Hanks, John Turner, Patrick McQuire, the Alexanders and the Noakes, the Formans and Charles E. Thacker.

In 1896 a flurry of railroad development occurred in the canyon. The "Wasatch Wave" of August 14, 1896 reported the following:

"The corps of the Rio Grande Western surveyors who have been running a line through Daniels Canyon for the past month, commencing at the summit this side of Strawberry Valley, are down to the mouth of the canyon and will soon have the works completed to Heber. As has been previously stated in these columns, the main line of the new railroad will run through Daniels Canyon and tap the reservation country and Colorado points, thus making Heber the central point in this valley and from where a branch line will be run over to Park City."

Like so many other plans of the day, this railroad "dream" never materialized. However, a narrow, twisting trail through the canyon became in later years part of a transcontinental highway system. The trail crossed the canyon stream by fording shallow plates. At one time a group of photographers were enroute to Vernal for some work with a ten-foot-wide house on wheels. They hired David Thacker to haul the outfit by team, and in order to make any distance he had to stop every few miles and chop out the willows through the canyon.

With the development of U.S. Highway 40, the Daniels Canyon trail became a vital part of the highway. Cattle and sheep are trucked over the road to their summer ranges and hundreds of thousands of tourists use the highway every year. The view from Daniels Canyon into Provo Valley is an awe inspiring sight and provides a fine introduction to the valley for those coming from the east.

In recent years the U.S. Forest Service has established a recreational spot, the Lodge-Pole Camp in the canyon and has also a park near Whiskey Springs, where travelers can refresh themselves with clear, sparkling spring water.

coursed down all of these hollows and canyons, emptying into Daniels Creek.

Hyrum Oaks was one of the first settlers of Provo Valley and eventually took up ground at the mouth of Daniels Canyon, from where you can look out over the valley. Tom Brown, a relative, lived down in the creek bottoms where he could raise garden crops, sweet potatoes, and peanuts. Hyrum Oaks went through the canyon into Strawberry Valley to cut wild hay for his stock. In 1879, Hyrum, with the help of William Bethers, surveyed a canal at the north end of Strawberry Valley with a spirit-level and plumb-bob to bring water over into Daniels Canyon by way of McQuire. He also operated a sawmill. Joe Jacobs lived just above the homes of Oaks, and Jim Ivie near the present site of the Strawberry headgate.

Ben Bromley and his family lived on the flat at the mouth of Bromley Hollow in a long two-roomed dirt-roofed cabin. Eli Gordon lived farther up the creek, then came Swen Bjorkman; above them Ab Shelton, and Bob and Liza Winterton. Giles had built their homes. John Winterton lived on Indian Flat which he fenced with brush, made a road against the hill, and farmed for two years before he left the valley.

The "Wasatch Wave" of August 14, 1896 states: "The corps of the Rio Grande Western surveyors who have been running a line through Daniels Canyon for the past month, commencing at the summit this side of Strawberry Valley, are down to the mouth of the canyon and will soon have the work completed to Heber. As has been previously stated in these columns, the main line of the new railroad will run through Daniels Canyon and tap the reservation country and Colorado points, thus making Heber the central point in this valley and from where a branch line will be run over to Park City." The rail line did not materialize.

On March 24, 1899 the Wasatch Wave contained an article stating the William Bethers and others had found a good vein of elaterite just east of the old Forman sawmill site in Daniels Canyon. It is now known as the Wax Mine, although not operating.

In 1905, when the Uintah Reservation was thrown open, Theodore Freeze took up a homestead at the head of Daniels Canyon. During a quarrel Don Herbert fatally shot Theodore. Herbert died before he was brought to trial. Theodore's youngest brother, Vic, got the place but became dissatisfied and gave it up. It now belongs in the Bethers family.

The road through Daniels Canyon during the early years was a narrow, twisting trail that crossed the stream by fording shallow places or hitting many bridges at just the right angle when coming down with long loads of timber. In the spring the mud would be almost hub deep; in the summer, deep dust; and in the winter, always the danger of snow slides.